



Leaky Seal

Corvair



May 2026



Corvair Minnesota Newsletter

As I sit here writing this month's president's page, I find it hard to believe it's already car season!

This past weekend we were in Center City for our annual chili party. Congratulations to our three winners: Jim and Connie Bankston -1st place; Paul Schuler and Joyce Ann Wefer - 2nd place; and 3rd place went to Mike and Kris Bednarchuk. A big thank you to Heidi Olsen for coordinating the chili party.

Our next event is a CMI spring breakfast on Saturday, May 9th.

Mark these additional upcoming events on your calendars:

- GMCCA-Sunday, May 31st
- BACK TO THE 50's-June 19th -21st
- Corsa Convention, Monday, June 22nd- Friday, June 26th, Gettysburg, PA
 - Registration & hotel reservations opening early 2026

Our next monthly meeting is Tuesday, May 12th

- Board meeting at 5pm
- Food and beverage is available from 5:30 to 6:30
- Meeting starts at 7pm.
- Chuck Johnson is doing a tech session on buffing out worn and dull paint.

See you at our next meeting.

Dave Pedersen

CMI President



CMI club news

CMI Meeting April 14, 2026

President Pederson called the meeting to order at 7pm.

David Quinn read the creed.

26 people in attendance!

Corvairs in attendance: 4 Late Models, 1 Early Model and 1 Rampside with camper.

Gail Quinn read the birthdays.

Just a friendly reminder, make sure you write down any car shows that you have attended with your Corvair. Than give the list to Pederson at the end of year.

Vice President Pappas is looking for more volunteers to do tech sessions. In May, **Chuck Johnson** will doing a tech session regarding buffing. I will be doing a tech session regarding interior detailing.

Treasurer Paul: it's that time of year again for the Corsa yearly dues.

Activities Director Heidi Olson: April 25th will be the Chili cook off.

The next event will be the Spring Breakfast 8am for drinks, 9am the food will be served. RSVP by May 1st. Bring your Corvair!

The next event will be GMCCA on May 31st.

In June, will be back to the 50's for Early Corvairs June 22nd is the Corsa Convention in Pennsylvania.

Secretary (That's Me): Regarding CMI Facebook. The page is flourishing. The last count for members on the page is 850. There is a reduction of spam posts. Thankfully we have plenty of posts and members interacting.

GMCCA Dan Quinn: This year GMCCA will be on May 31st, which is a Sunday morning. It would be appreciated if members sign up, even if it's a half hour or hour. It's very simple and easy, and it takes the pressure off of the other members that sign up. Corvair

Club is the one club that fills up the most. Remember it's only GM, not a small block in a Ford.

There is no pre-registration, but there is for the swap meet.

GMCCA Chuck Johnson: The show gets repetitive, we are leaning on each club to do their own display. Regarding Corvair, we have 3 special cars that will be in attendance.

#13 won the lottery **Dan Fritsche.**

Auction: Thank you to **Chris Rea** who donated several Corvair diecast models for auction.

62 diecast model \$25 **Tom Merkel**

63 Diecast model \$35 **Ron Scott**

I (**Amber Leah**) proceeded to attempt to do a interior detailing tech session. A friendly reminder that microfiber towels should be your go to when cleaning the interior!

Meeting ended 8:15ish

. *Amber Leah* (Amber Leah, CMI Secretary)

Corvair Minnesota Birthdays



May Birthdays

- **Chris Good**
- **Bob Johnston**
- **Amber Leah**
- **Ron Scott**
- **Elias Way**



As always, let me know if I have missed your name on the Birthday List – Thanks!

Gail Quinn, Director of Treats Gailquinn263@msn.com



Octane Requirements

I don't know if I've reached old salt status yet but I've had more than one Corvair continuously for more than 50 years now. I've had and done other vehicle type things so my involvement has waxed and waned over the course of my life. Wax on wax off for patience and perseverance. I haven't always driven them all the time but if we're grading on a curve I'd like to think I'm at least a B. You should do it, the unwashed masses love seeing a so-so Corvair out and about.

The last few years I've been driving a '60 80 HP that runs fine on 87 octane regular unleaded gas. It was a rude awakening lately when I put a '65 110 HP into service and found 91 octane gas at least a dollar a gallon more. It's maybe one thing if you're just driving a Corvair here and there to special events but quite another if you're filling up all the time. In a broad sweeping statement I might say Early 80 HP and Late 95 HP engines are okay to run on Regular gas and all others probably want Premium. Trouble is the parameters of those labels have changed over time as Regular gas was probably more like 89 octane back in the day. When I was commuting 60 miles a day with Corvairs around the turn of the century you could buy 89 octane at Caseys for just a few cents more than 87.

Back then I figured it was just more corn squeezins but it seemed to work okay. Who knows what they're putting in the gas these days but I will say that blue viton accelerator pump cups in the carburetors seem to hold up better than the black ones.

I remember Fran experimenting with E-85 and bigger jets which was interesting but I don't know if I can spend the time just now. Many modern cars are able to adjust themselves to whatever gas you put in the tank which boggles my simple mind. I'm cheap and my current 110 isn't all that great anyway so I've been experimenting with just running it on 87. When it's hot it runs on (diesels) but I can deal with that by turning the key off in Drive. I'm going to try a Seafoam down the carburetors treatment as it may have carbon hot spots in the combustion chambers. Now that the Spring temperatures are rising I'm getting a little noise sometimes when getting underway and I'm going to experiment with the vacuum advance and then perhaps the initial timing. I've got hypothesis.

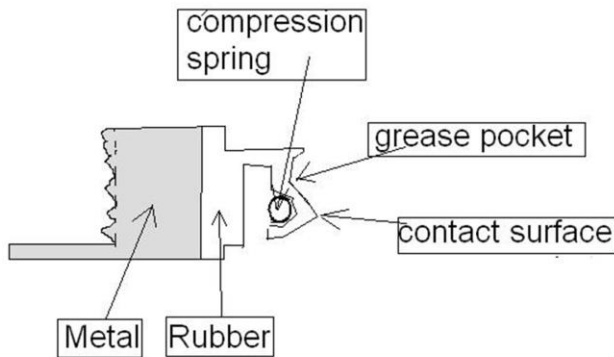
Jets are a related topic. I was going on an assumption that the sound of a knock is just a big ping but I read something lately that has me wondering. A fellow said pre-ignition is the fuel/air mixture igniting ahead of the flame front afforded by the spark plug and detonation occurs after the flame front. I need to look into it some more with focus on how one might distinguish one from the other. The noise we hear may be from separate fires in the cylinder colliding so to speak. It all happens pretty fast but ideally the fire in the combustion chamber should travel in one smooth motion.

To digress a bit, most Corvair heads have a deck on one side and when the piston comes along during compression of the fuel/air mixture there's a squish and a swirl in the combustion chamber that's conducive to smooth flame travel. The closer the better for this deck height so the old practice of using thicker head gaskets to reduce the compression ratio may be counter-productive to reducing ping. Maybe someday we can bandy about the Singh Groove theory. Higher octane fuels actually burn slower so in a sense Regular gas is "hotter". In our Corvair Minnesota area 87 octane for Regular Unleaded seems to be the norm but going up in octane from there it's not all uniform these days. Non-oxy gas usually has a label for Off-Road or Collector Car use only and is usually 91 octane around here but can be 93. Sometimes the 91 is oxygenated and is mixed with 87 at the pump to get 89. I'm interested to hear what gas you're using, how it's going and if you've experimented. We can geek out on gas.

Jim Brandberg

Crankshaft Seal in the Rear Housing

Many of you old timers have replaced this seal, over the years, maybe more than once. I just had the opportunity to look at an old engine with lots of crud around its rear end. Thick crusty stuff around the coil and the oil filter and up along the belt adjuster – you couldn't see to adjust the timing as the numbers were totally covered in a quarter inch of the crusty old stuff. The solid 95HP Harmonic balancer was clean but shiny. The clues of a dead seal were plain to see. I removed a few things to get at the Seal and after replacing it did a half way decent job of cleaning up the area. The dead seal was sitting in the drain pan and I thought, "what does it look like – close up?" So it got a washing and wiping operation. The contact lip was certainly different from the new one. It appeared there was no lip left on this old guy. Let's look at a drawing of how the seal is supposed to appear and then see a photo of a piece cut out of the worn seal, for comparison.



Any Shaft Seal



Notice the sketch is really for any shaft seal as they all look the same in cross-section. The part that touches the shaft – that makes contact with the rotating shaft - in our case the outside of the hub on the crankshaft pulley is labeled "contact" surface. This is the part that keeps the oil inside the engine until its leading edge "leads no more!" Also notice the little dent in the seal's shape which is labeled "grease pocket" – it is very important for the life of the seal that you put some grease in that pocket to protect the seal. Seems odd to seal the seal but if any rubber seal is installed dry it can die in the first minute of operation. A very important piece of the engine sits right inside of this seal and is held tightly in place by the bolted-in pulley. It is the SLINGER. We don't usually give that guy much press but there's one on each end of the crank and both of those crankshaft seals would be hard pressed to do their duty if they weren't protected by such a common thing as a slinger. So the seal that keeps the engine's oil in is protected by grease on one side and a slinger on the other.

(Crankshaft Seal *continued on p 7*)



Breakfast and Corvairs

May 9, 2026

8:00AM – Noon

Location: TCT Ideal Hall

1494 Dale St. N, St. Paul, MN 55117

Beverages available 8:00 – 10:30

Food served 9:00 – 10:30

Cost: \$20.00 per person (\$10.00 for Kids, 10 and under)

Meal includes: Eggs, Potatoes, Bacon, Fruit, French Toast Bake, Juice & Coffee

Please RSVP no later than May 1st

Send payment (checks made out to CMI) to:

Dave Pedersen
14957 Durant St NE
Ham Lake, MN. 55304

(or bring payment to the Membership meeting)

RESERVATIONS are REQUIRED

Total # People @ \$20.00 (10.00/child) = _____ (List Names below)

We will be collecting donations for "We Can" www.wecanmn.org
Check out a list of suggestions on the reverse side.

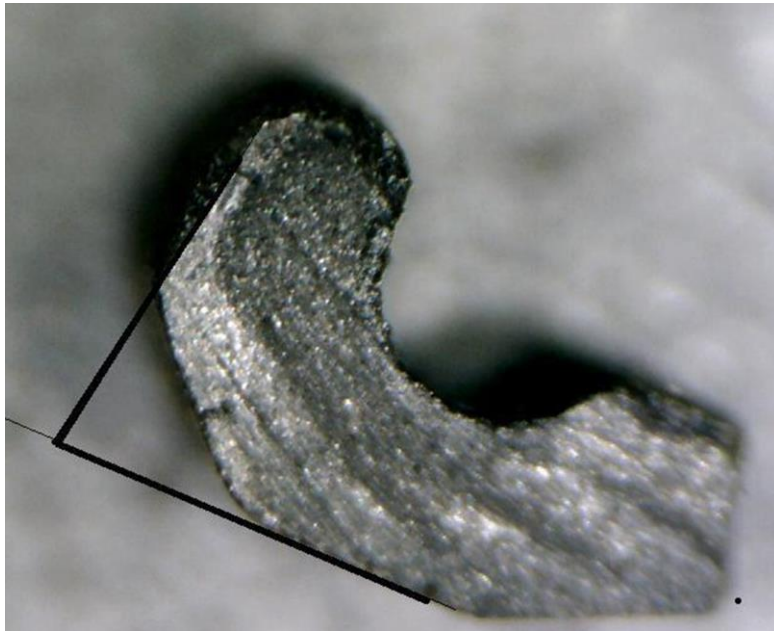
If you are planning on helping families at a food bank this season, here are some things you probably don't know.

1. Everyone donates Kraft Mac and Cheese in the box. They can rarely use it because it needs milk and butter which is hard to get from regular food banks.
2. Boxed milk is a treasure, as kids need it for cereal which they also get a lot of.
3. Everyone donates pasta sauce and spaghetti noodles.
4. They cannot eat all the awesome canned veggies and soup unless you put a can opener in too or buy pop tops.
5. Oil is a luxury but needed for Rice-a-Roni which they also get a lot of.
6. Spices or salt and pepper would be a special gift.
7. Tea bags and coffee make them feel like you care.
8. Sugar and flour are treats.
9. Recipients and food banks fawn over fresh produce donated by farmers and grocery stores.
10. Seeds are cool in Spring and Summer because growing can be easy for some.
11. Food banks rarely get fresh meat.
12. Tuna and crackers make a good lunch.
13. Hamburger Helper goes nowhere without ground beef.
14. Recipients and food banks get lots of peanut butter and jelly but usually not sandwich bread.
15. Butter or margarine is nice too.
16. Eggs are a real commodity.
17. Cake mix and frosting makes it possible to make a child's birthday cake.
18. Dishwashing detergent is very expensive and is always appreciated.
19. Feminine hygiene products are a luxury and women will cry over that.
20. Everyone loves Stove Top Stuffing.
21. Don't forget – there is always a need for paper towels and toilet tissue

In all the years I have donated food at the food banks, I bought what I thought they wanted but have never asked. I am glad I did.

(Crankshaft Seal *continued from p 4*)

WOW! what a system. Anyway here's a photo of a section of the rubber cut out of the worn-out seal. The round portion is where the spring had been located – the spring that forces the rubber tightly against the shaft. You can see the spring in this broken-rubber photo. Also notice the heavy black lines I have drawn into the photo of the worn rubber, showing the part that is worn away!



In an additional photo you can see how to make a separate determination of the seal's wear. The ID of a new seal is 1.515" and our worn-out guy had a girth of 1.595" - - a significant difference of 0.080" especially in light of the diameter of the pulley's hub being 1.600"! The microscope you see on the right is what I use to get really close-up photos. **Fran**



| Officers | | | Cell Phone | Email | Cars |
|---------------------|------------|-------|--------------|-----------------------------|---|
| President | Pedersen | Dave | 612-385-2241 | dave14957@gmail.com | 65 Coupe (Green), Corvino (Gray) |
| Vice President | Pappas | CJ | 612-508-5875 | cooltrainguy@gmail.com | 61 Greenbrier 8- Door |
| Treasurer | Schuler | Paul | 612-327-9085 | schuler3wef1@embarqmail.com | 64 Monza Coupe (WH/Orange) |
| Secretary | Leah | Amber | 612-251-9498 | amber.81.leah@gmail.com | 61 Monza (Red) |
| Activities Director | Olson | Heidi | 763-318-5670 | lholson@msn.com | 61 Rampside(Black) |
| Directors | | | | | |
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| | Quinn | Tom | 612-670-9224 | tquinn1979@msn.com | 63 Convertable (Red) |
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| Webmaster | Bankston | Jim | 715-410-0902 | jbankston48@gmail.com | 60Monza64Monza65Corsa65Monza |
| Treats | Quinn | Gail | 612-670-9224 | tquinn1979@msn.com | 63 Convertable (Red) |

Some Up-Coming events

May 9th – Spring Car Show/ Breakfast – 8:00 a.m. – Noon *CMI event:* see Flyer.

May 17th – Historic Hastings Car Show (every 3rd Sunday through September) 11 a.m. – 4 p.m.

May 31st – GMCCA, State Fair Grounds 8 a.m. – 2 p.m. *CMI event:* see Flyer

June 11th – Classic Car Nights, Victoria (2nd and 4th Wednesdays, 6/10 through 8/26) 5 p.m. – 8 p.m.

June 22-26 – CORSA convention, Gettysburg PA

June 19-21 – Back to the 50's, State Fair Grounds

June 28 – New Ulm AutoFest, Brown County Fairgrounds 9 a.m. – 3:00 p.m.

July 24, 25, 26 – Little Log House Pioneer Power Show, Hastings 8:00 a.m. – 5:00 p.m.

August 8 – Buffalo, Legion, lunch break ~ 11:00 a.m. (leave at 1:00 p.m.)

August 14, 15, 16 – NowThen Threshing Show, NowThen 7:00 a.m. each day

October 4 – 10,000 Lakes Concours d' Elegance, Canterbury Downs 10:00 a.m. – 4:00 p.m.

October 11 – Frankensteiners Ball 19, Isanti County Fairgrounds 9:00 a.m. – 3:00 p.m.

For Sale in the Area:



1967 Chevrolet Corvair Monza \$4,000

2.7L RWD very good condition Driven 63,871 miles manual transmission, engine good drive, 4 new tires, Exterior color: Black · Interior color: Blue No problems, it may need a new paint, it is in original condition. Clean title. On Facebook Marketplace: Ahmed Adb, Minneapolis



Selling my **1965 Chevy Corvair Corsa** hardtop. Real 107 VIN Corsa w/ factory 140hp quad-carb engine, and 4-speed manual transmission. Older restoration w/ 74k on odometer, still looks extremely clean and retains almost all stock/OEM parts. A respray of the factory 'Tuxedo Black' paint shows well with some minor chipping and defects here and there. The correct 'Ivory' interior upholstery is in decent shape with some wear showing on the armrests, crack in the dash pad, and small hole in the headliner. Carpet was just replaced with factory correct stock and floors are in excellent shape. Every bulb, every switch, every gauge, every feature is in working order including factory Delco radio and the dash clock! Car runs and drives well with recently replaced brakes, weatherstripping, healthy clutch, great tire tread, new fuel pump, cap/rotor, plug wires, etc.

Clean and clear title in hand and in my name. **Asking \$15,500.** This car needs nothing except a new owner but to be clear it is a very nice driver, NOT a \$30k show car. Just finished an \$800 full Spring detail, including ceramic paint protection. More pics upon request for serious interest. Located 56071, Minnesota.

[1965 Chevy corvair for sale by owner - New Prague, MN - craigslist](#)

Check us out...



For more information on
Corvair Minnesota,
visit our website:
www.corvairminnesota.com

Follow us on
Facebook:
Corvair Minnesota



838 members

(as of 04/28/2026)

Spot a 'Vair!



1965 Chevrolet CorSabre, Belleville, WI

The World's ONLY CorSabre!! Simply put, it is a 2003 Buick LeSabre Custom, with a 1965 Chevrolet Corvair Convertible body! Found on Facebook Marketplace [\(13\) Marketplace - 1965 Chevrolet CorSabre | Facebook](#)

CMI is a non-profit corporation, chartered with the CORVAIR Society of America. Send CORVAIR Minnesota's \$20.00 annual dues, payable by January 1st, to the CMI Treasurer. Membership in CORVAIR Minnesota entitles you to the monthly newsletter, the **Leeky Seel**, with free ads for members, a club window sticker, discounts on club activities, information on parts availability and good advice on the preservation and enjoyment of the CORVAIR automobile. Yeah! send dues to: Paul Schuler, 23350 Wood Lane, Rogers, MN 55374

THE LEEKY SEEL

408 7th St S
Hopkins, MN 55343-7722

TEMP – RETURN SERVICE REQUESTED



**The next CMI meeting will be held on the
12th of May at Ideal Hall in St. Paul**